



**CHANGE THE FUTURE BEFORE YOU'RE STUCK IN THE MIDDLE OF IT.**



**MOVING TRANSPORTATION FORWARD**

**I-15**  
CORRIDOR  
UTAH COUNTY -  
SALT LAKE COUNTY

## YOUR INPUT MEANS BETTER OUTPUT

Population growth in Utah is a clearly understood fact. As statewide populations increase, the amount of travel continues to increase. Residents, state and local officials, and transportation planners are concerned with traffic congestion already commonplace on the I-15 **corridor** in Utah County.

Previous planning studies have recommended possible solutions to the area's existing and future transportation challenges. The next step is completion of a more in-depth study called an Environmental Impact Statement (**EIS**). Public involvement (or "scoping") is a vital part of the **EIS** process that helps determine the best transportation solutions.

### WHAT IS SCOPING?

Scoping is a process to encourage the active participation of the public, local community groups, and involved government agencies early and throughout the **EIS** decision-making process.

Through the **scoping process**, the Utah Department of Transportation (**UDOT**) will inform the public of transportation officials' work on long-term solutions, educate stakeholders on how they can be involved in the process, and involve affected stakeholders in determining optimal solutions to serve the needs of their community.

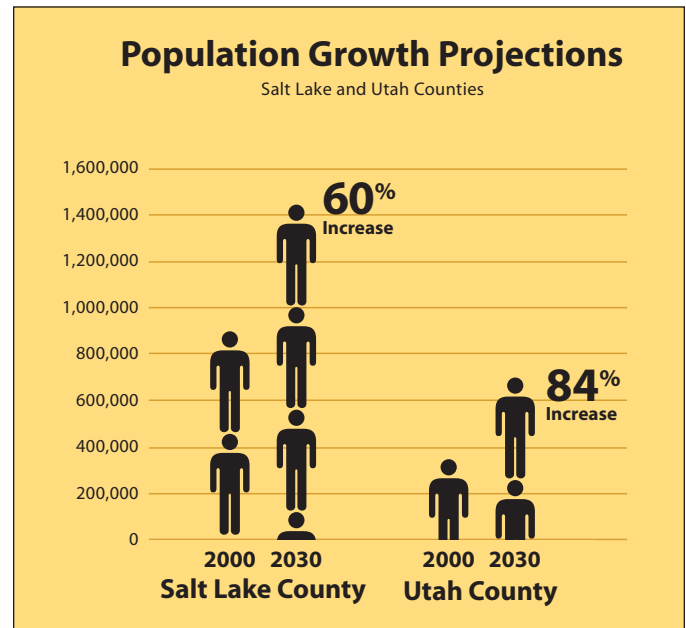
### WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT?

An Environmental Impact Statement (**EIS**) studies impacts of proposed actions on the natural and built environment. The study must comply with the National Environmental Policy Act (**NEPA**) which mandates extensive evaluation of environmental effects and public input regarding federally funded projects. As a decision-making document, an **EIS** is the last step in the study process before any type of facility would be built.

### WHY AN EIS?

To address projected local and regional population growth and transportation demand in Utah County, **UDOT** with its partners the Utah Transit Authority (**UTA**), Mountainland Association of Governments (**MAG**) and Wasatch Front Regional Council (**WFRC**) have initiated the I-15 Corridor Environmental Impact Statement, Utah County – Salt Lake County.

The purpose of this study is to analyze the **alternatives** available and to develop an **EIS** that evaluates transportation



*From: State of Utah 2002 Economic and Demographic Projections: Baseline Highlights Report  
SL County Source: Governor's Office of Planning and Budget (GOPB) Updated: December 2001  
UT County Source: Mountainland Association of Governments (MAG)*

issues and solutions for approximately 65 miles of the I-15 **corridor**. The final goal is to obtain federal approval from the Federal Highway Administration (**FHWA**) through issuance of a Record of Decision (ROD). This goal cannot be achieved without the valuable input of local residents and those directly affected by the project.

### HOW WILL YOUR INPUT AFFECT THE STUDY OUTCOME?

Public input is critical to the **EIS** process. Local residents are encouraged to share opinions and suggestions that will help determine which transportation **alternatives** are considered in the **EIS**. The partnering organizations will recommend the best solutions to the transportation problems in the I-15 **corridor** based on public input and upon impacts to the natural and built environment.





## THE I-15 CORRIDOR: LET'S TALK



To date, many members of the general public have thought of additional lanes as the solution to relieving congestion on I-15. However, one priority of this **scoping process** is to provide education about other congestion-relieving options and seek out the optimal solution. Such options may include **HOV** lanes (High Occupancy Vehicle or carpool) or other types of **managed lanes**, and increased transit service such as commuter rail and Bus Rapid Transit (BRT). When combined, these options form **multi-modal alternatives**.

### WHAT CAN YOU DO?

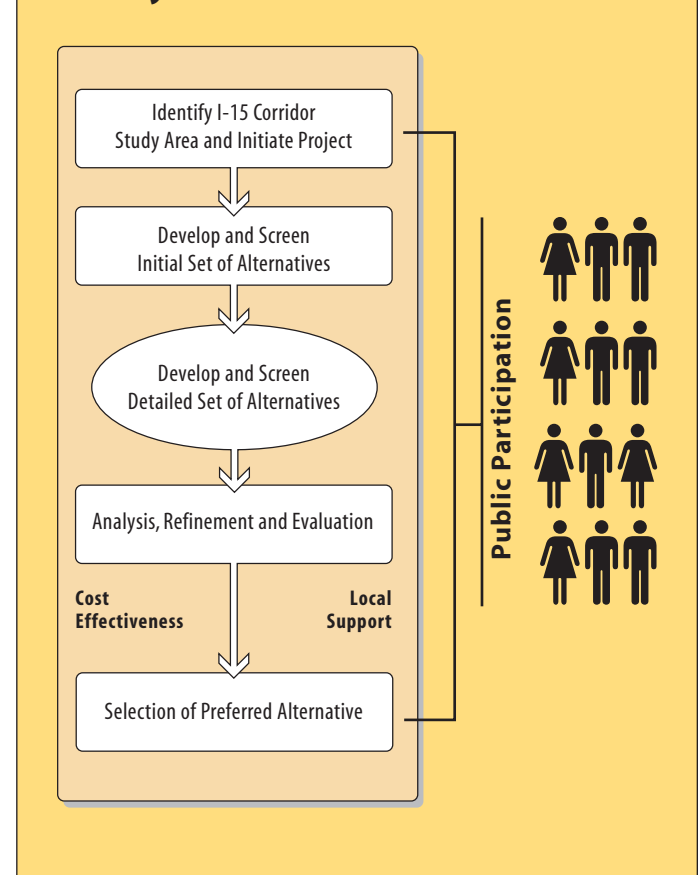
Local government officials will play a critical role in helping identify existing information outlets and community members who should be involved in the process. Local businesses and residents, commuters and other stakeholder groups will also be invited to supply information on how they would like to be involved in the process.

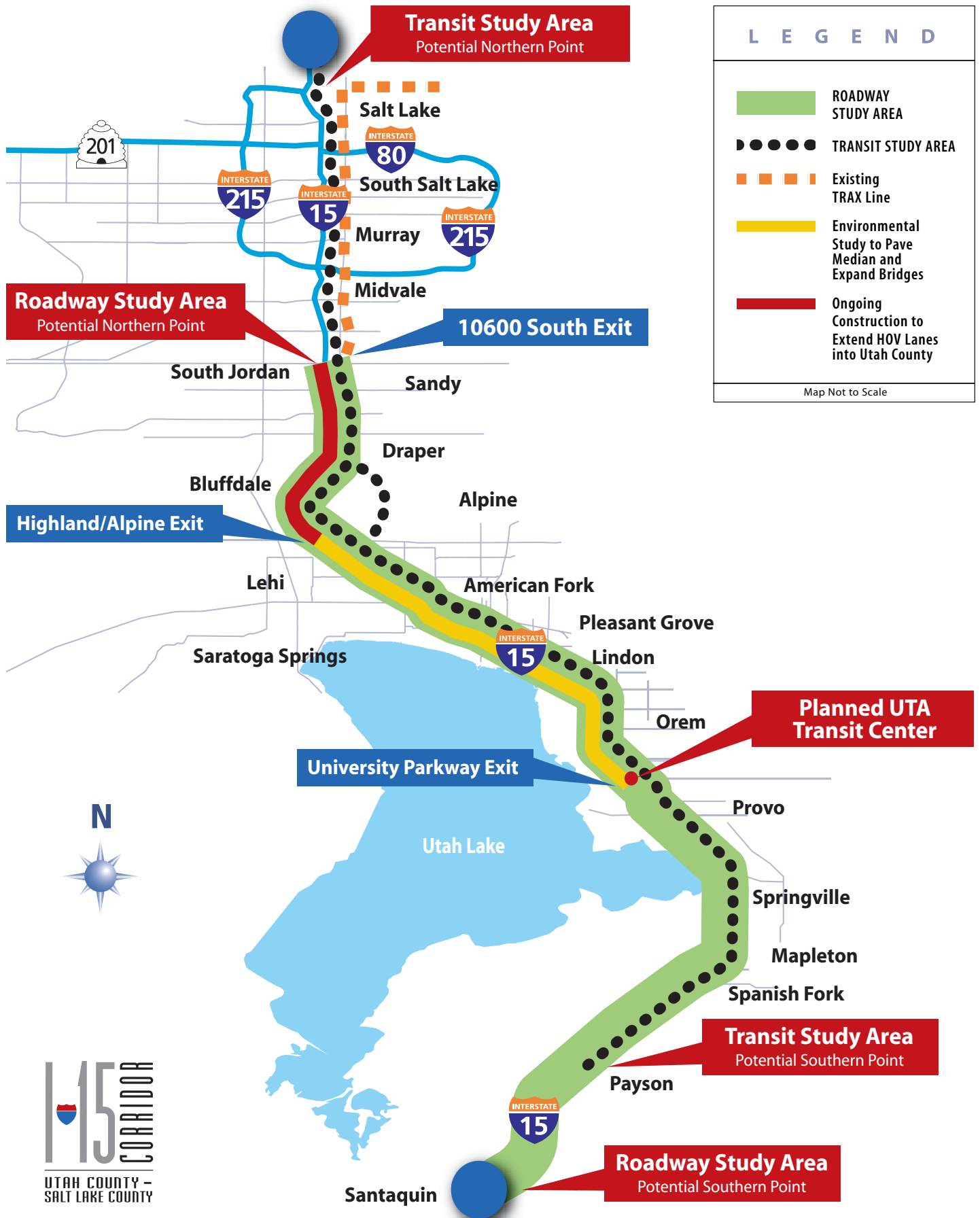
The **scoping process** will summarize known issues and ideas as documented in previous studies. From there, the study team will solicit input regarding agreement with or any additions and revisions to the ideas previously laid out. Key questions include:

- Are these ideas and issues valid?
- What conditions have changed since planning studies were completed?
- What additional information should the study team know?
- What additional information do you (the public) need?
- How would you like to be involved?

Additionally, historical factors, local politics, and funding issues will be taken into account as part of this study.

### Study Process for I-15 Corridor EIS





## GLOSSARY OF TERMS

**Alignment:** The exact route along which a transportation facility (e.g., highway, rail, bus, etc.) runs

**Alternative:** A group of transportation improvements, such as bus or rail transit line, roadway improvements, and service additions or modifications

**Corridor:** A broad geographical band along which transportation improvements would be located

**DEIS:** Draft Environmental Impact Statement

**EIS:** Environmental Impact Statement

**FHWA:** The Federal Highway Administration; federal roadway decision-making and funding agency

**FTA:** The Federal Transit Administration; federal transit decision-making and funding agency

**HOV:** High Occupancy Vehicle, which includes automobiles and vans when used by more than two persons, buses, and possibly taxis

**HOV lane:** High Occupancy Vehicle lanes designated for use solely by HOVs, commonly referred to as carpool lanes

**MAG:** Mountainland Association of Governments; MAG is the Metropolitan Planning Organization (MPO) that provides planning services to Summit, Utah, and Wasatch counties

**Managed Lanes:** Techniques that get more use out of the existing transportation system (e.g., reversible lanes, HOV / High-Occupancy Toll (HOT) lanes, toll roads, transit)

**MPO:** Metropolitan Planning Organization. MPOs are responsible for planning the transportation system within their respective boundaries

**Multi-modal:** Various combinations of transportation modes (e.g., highway, rail, bus, bike, etc.)

**NEPA:** National Environmental Policy Act

**Park-and-ride:** A parking facility serving a transit station, stop, or carpool/vanpool waiting area; to be used by patrons who park there and then transfer to transit at the site

**Right-of-way:** The land acquired, usually a strip, for or devoted to transportation purposes

**Preferred alternative:** A single alternative, from a list of several alternatives, that a government agency believes best addresses a transportation problem

**Scoping process:** The federal process that provides opportunity for the public, interest groups, and government agencies to give input on the alternatives to be evaluated and the issues to be addressed in an EIS

**TDM:** Travel Demand Management is an alternative that includes lower cost improvements that improve mobility by better managing the existing transportation facilities

**UDOT:** Utah Department of Transportation

**UTA:** Utah Transit Authority

**WFRC:** Wasatch Front Regional Council; WFRC is the Metropolitan Planning Organization (MPO) that provides planning services to Davis, Morgan, Salt Lake, Tooele, and Weber Counties

## GET ON THE BUS, GUS!



### Local Bus

- Standard 30' to 40' buses
- Local routes with frequent stops
- Serves major corridors and destinations within communities
- Seats 45 people on a 40' bus
- Speeds of 25-55 mph



### Express Bus

- Standard 40' bus, articulated bus, or commuter coach
- Serves major highway corridors with fewer stops
- More regional service, longer distance trips
- Seats up to 60 people per bus
- Speeds up to 65 mph



### Bus Rapid Transit

- Distinctive, specialized vehicles with flexibility, frequency & speed of light rail
- Light rail-like stations provide fast and efficient boarding
- Local/regional bus service which operates in shared traffic or in an exclusive, fixed guideway
- Seats up to 70 people
- Average speeds up to 35 mph on arterials, 75 mph on freeways



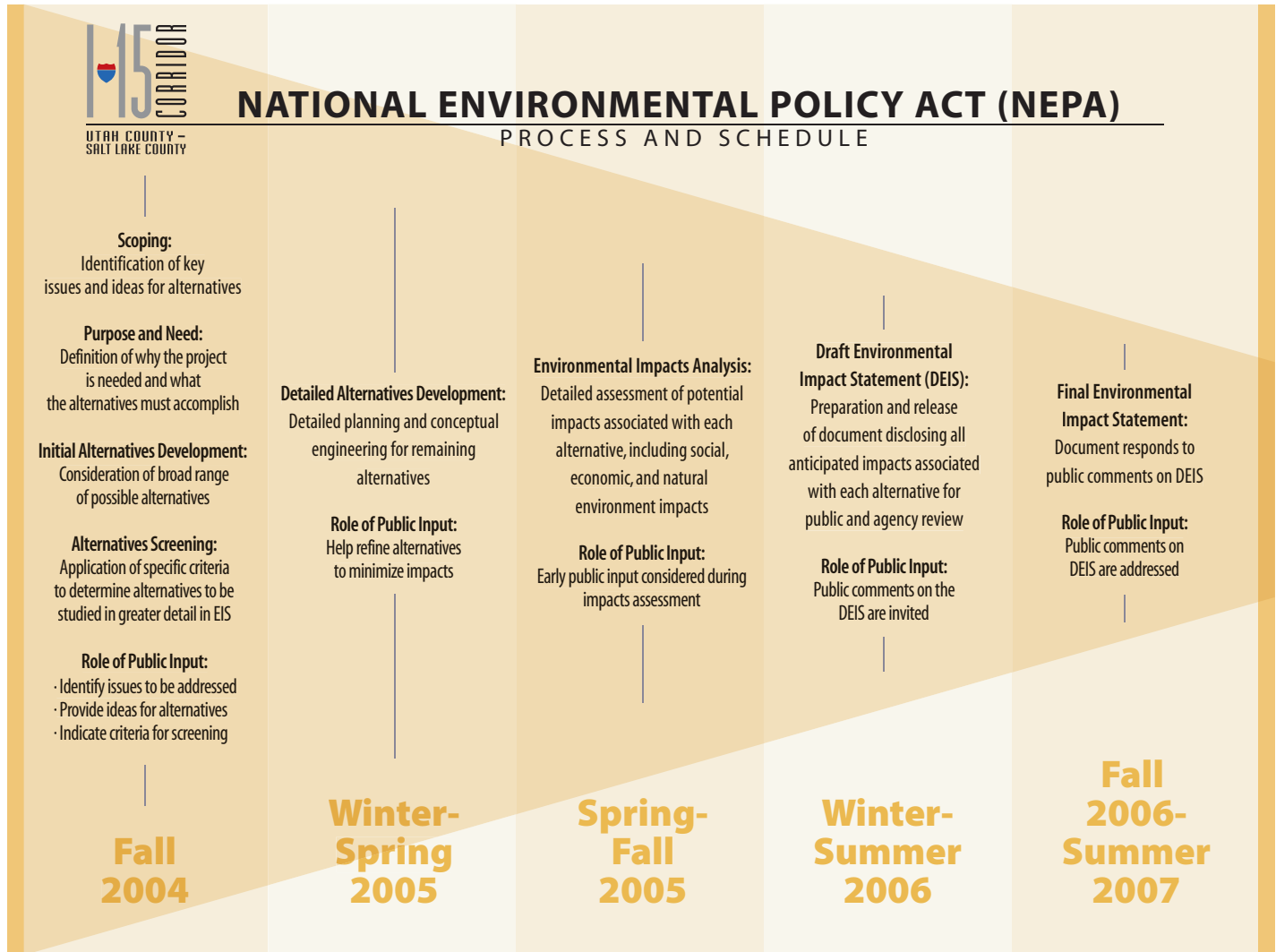
### Light Rail

- Lighter, electric powered vehicles
- Frequent stations, typically 1/2 - 2 miles apart
- More local service, distance of 10-20 miles
- Seats approximately 65-75 people per car
- Speeds up to 55-65 mph



### Commuter Rail

- Heavier, diesel or electric locomotive pulling passenger cars
- Fewer stations than light rail, typically 5-10 miles apart
- Regional service, with average trips of 20+ miles
- Seats up to 150 people per car
- Average speeds of 60-80 mph



**Public input is essential to the scoping stage of the EIS process and will reveal important issues relating to transportation needs and environmental setting in the I-15 corridor.**

**Questions or comments are requested by October 15, 2004 and may be submitted using:**

**E-mail:** [i15utahcounty@utah.gov](mailto:i15utahcounty@utah.gov)

**Toll-free comment line:** 1.888.898.2111

**Project website:** [udot.utah.gov/i15utahcounty](http://udot.utah.gov/i15utahcounty)

**Mail:** I-15 Corridor EIS c/o Parsons Brinckerhoff,

488 E. Winchester Street, Suite 400

Murray, Utah 84107

**You may also attend one of the following public open houses in your area to learn more about the project and give input:**

**Wednesday, Sept. 8, 2004**

Public Open House

5 - 8 p.m. (Presentations every 30 min.)

Murray High School

Spartan Conference Room

5440 South State Street

Murray

**Thursday, Sept. 9, 2004**

Public Open House

5 - 8 p.m. (Presentations every 30 min.)

Larsen Elementary School

1175 East Flonette Drive

Spanish Fork

**Saturday, Sept. 11, 2004**

Public Open House

2 - 5 p.m. (Presentations every 30 min.)

McKay Events Center

North Presidential Level

Utah Valley State College

800 West University Parkway

Orem



## COMMENT FORM

Public scoping is a process of gathering input from all stakeholders. Your comments will help the EIS team define issues and ideas for roadway and transit improvements along the I-15 corridor. Please leave this form in the designated comment box at this meeting or return it by fax (801-262-4303) or mail (fold, tape and stamp comment form as a self-mailer) by Oct. 15, 2004. Thank you for participating in this EIS process!

### ISSUES

My top three roadway concerns that need to be addressed in order for this project to meet long-term needs:

1.

2.

3.

My top three transit concerns that need to be addressed in order for this project to meet long-term needs:

1.

2.

3.

**Additional comments**

### IDEAS

My top three ideas for long-term improvements to the I-15 freeway:

1.

2.

3.

My top three ideas for long-term improvements to transit in the I-15 corridor:

1.

2.

3.

**Additional comments**

### GET INVOLVED!

Name: \_\_\_\_\_

How did you hear about today's public meeting?

☐ Postcard ☐ Newspaper ☐ Neighbor or co-worker ☐ Newsletter ☐ UDOT website ☐ Other \_\_\_\_\_

How would you like to hear about future meetings?

☐ Direct mail ☐ Newspaper ☐ Neighbor or co-worker ☐ Newsletter ☐ UDOT website

How would you like to be involved in the I-15 Corridor EIS process? Please check all that interest you.

☐ Send me project newsletters. My mailing address is: \_\_\_\_\_

☐ Send me e-mail updates. My e-mail address is: \_\_\_\_\_

☐ I am willing to distribute information to neighbors and/or co-workers. Contact me when this service is needed.

e-mail: \_\_\_\_\_ phone: \_\_\_\_\_

☐ I already receive a newsletter where articles about this project would be of interest to the readers. Contact me for more details.

e-mail: \_\_\_\_\_ phone: \_\_\_\_\_

☐ I belong to an organization that would like a presentation about this project. Contact me or my organization for more details.

e-mail: \_\_\_\_\_ phone: \_\_\_\_\_



First-Class  
Stamp  
Required

**I-15 Corridor EIS**  
c/o Parsons Brinckerhoff  
488 East Winchester Street, Suite 400  
Murray, Utah 84107

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